

TRIUMPH MOTOR CYCLES

(4 H.P. 3 Speeds).
Owing to Government demands
we could secure only one later
1915 Model. This is on view at
our Office.
Price \$750.
ALEX. ROSS & Co.,
Sole Agents.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

**Bovril develops
big reserves of
strength**

IT MUST BE BOVRIL

BRITISH TO
THE BACKBONE

[402-3]

No. 17,948.

號八十四百九千七萬一第 日三十月十年卯乙

HONGKONG, FRIDAY, NOVEMBER 19TH, 1915.

五拜禮

號九十月一十年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Nov. 22nd.—The English mail, per
NANKIN.
TO DEPART.
Nov. 10th.—Straits, Burma, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per s.s. Nankin.
Nov. 20th.—Europe via Siberia, at 5 p.m.,
per s.s. Levonov.
Nov. 23rd.—Europe via Siberia, at 3 p.m.,
per s.s. Yungchow.
Nov. 27th.—Straits, Burma, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 4 p.m.,
per s.s. Ville de la Croix.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00 "	to 10.00 "	10 "
10.00 "	to 11.00 "	15 "
11.00 "	to 12.00 noon	15 "
12.00 noon	to 1.15 p.m.	10 "
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4.40 p.m.	to 9.00 p.m.	Every 15 minutes.
9.00 p.m.	to 11.00 p.m.	Every 15 minutes.
11.00 p.m.	to 11.45 p.m.	Every 15 minutes.
11.45 p.m.	to 12.00 a.m.	Every 15 minutes.
SUNDAYS.		
7.45 a.m.	to 10.30 a.m.	Every 15 minutes.
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INTIMATIONS

MOUTRIE'S

SOLE AGENTS
FOR
THE ORCHESTRELLE CO'S.
PIANOS AND PIANOLA-PIANOS



NEW MODELS
JUST RECEIVED.
INSPECTION INVITED:

[31-5]

THE EXPLOIT OF SERGEANT MICHAEL O'LEARY, V.C.

At Cullinstown he rushed to the front and himself killed five Germans who were holding the first barricade, after which he attacked a second barricade about eighty yards farther on, which he captured after killing three of the enemy and making prisoners of two more. He thus peacefully captured the enemy's position by himself.

Westminster
TURKISH
"Specials"

\$1.25 for a tin of 50 Cigarettes.

Hongkong, 10th November, 1915.

THE GOVERNMENT AND SHIPPING.

In tackling the high freight problem to which we have lately called attention—says *The Times*—shipowners clearly must look to their own ranks to discover a solution. The Government have done little more yet than intimate to the owners that a solution is desirable, leaving the suggestion and consideration of remedial measures to the industry itself. This is really as it should be. The problem is an exceedingly complex one, and the close relations of owners with Government Departments during the past few months have not induced the feeling that any considerable increase in State control of the mercantile marine would be in the interests of efficiency. The management of many hundreds of requisitioned vessels has thrown an exceedingly heavy burden on a single department, and, as far as the services to the Fighting Forces are concerned, owners have no doubt that the work has been highly successful. But it may be doubted if the Admiralty Transport Department would attempt for a moment to defend its measures on economic grounds. First-class passenger liners have been used to carry rough cargo, and first-class cargo vessels have been employed for weeks on end as coal hulks in a way which no owner with an eye to the remunerative conduct of his business could possibly countenance. The methods of requisitioning vessels for Government service have often caused unnecessary disturbance to freight markets. Probably the first suggestion owners should make in order to get the most out of shipping would be that more use should in future be made of the expert knowledge available in the management of the shipping now in Government service. While, therefore, the intimation that steps should be taken to give some relief from the present high freights comes properly from the Government, it is for shipowners themselves to consider how the object could best be achieved.

SHIPPING NOTES.

FIRE ON THE "TOYOHASHI-MARU."

INCIDENT AT KORE.

An outbreak of fire was discovered between hold No. 4 and the coal bunkers on the N.Y.K. steamer *Toyohashi-maru* recently, while she was in port at Kobe. The outbreak, however, was got under control in an hour or two. The iron and steel goods in the hold were more or less damaged by water, but the damage is not likely to be very great.

The steamer made a direct trip from London to Vladivostok, and from the latter port she arrived at Kobe. In her last voyage fire broke out near the coal bunkers, and again while she was at Vladivostok on the 17th ultimo fire occurred in the same place. The cause of the latest outbreak is under investigation by the Water Police.

GLOVES AND UNDERWEAR FROM JAPAN.

LONDON FIRM'S EXPERIMENT.

The *Draper* has an interesting article describing an experiment by a wholesale firm in importing Japanese soft goods for the London market. The *Draper* says:—

"But few consumers in this country—and for that matter distributors either—are familiar with Japanese textile productions as such. No special prominence has been given to the fact that Japan can make, for example, as good gloves, underwear and similar draper's stock as she can make those ingenious toys and fancy ware novelties."

"The war provided a splendid opening for some enterprising wholesale distributing house in this country to come along and make a special effort to popularise Japanese goods here. Our readers will be interested to learn that the opportunity has been taken, and the firm who have taken it are Messrs. John Howell & Co., Ltd., the well-known St. Paul's Churchyard house."

"Realising the advantages of finding a steady market here for Japanese productions, the directors of the company, in April last deputed one of their staff to visit Japan on an extensive buying tour of the principal manufacturing centres—Osaka, Kobe, Tokyo, Yokohama, Kyoto and others."

"The enterprise," said Mr. John Paynter, the managing director of the company, in an interview, "has perfectly justified the most sanguine expectations we formed of it."

"Chiefly what classes of goods are you buying from Japan?"

"Chiefly gloves and underwear, but all other suitable goods are included. Japanese goods may well be a substitute in part, I think, you will agree, for those of Germany."

"When shall you be in a position to deliver to the trade?"

"Our travellers will in a very short time be out with a full range of samples for delivery this winter and next spring and autumn. We anticipate an immediate demand, for prices are rising and customers are well aware of it."

THE NEW U.S. SEAMEN'S LAW.

DIFFICULTY IN CONFORMING TO RULES.

Trouble seems to have arisen very quickly with regard to the new "Seamen's Law" in the United States. A San Francisco dispatch to the *Asahi* says that there are in the harbour of San Francisco more than twenty vessels whose departure was scheduled for the 4th and 5th instant, but sailings have been unavoidably deferred owing to their inability to collect a sufficient number of men to conform to the requirements of the new Seamen's Law as to crew. On the afternoon of the 3rd instant instructions were received by the Superintendent of Customs from the Department of Commerce ordering him to allow the departure of ships for the present without conforming to the rules of the new law.

THE PERSIAN GULF OPERATIONS.

ACCOUNT OF KUT-EL-AMARAH BATTLE.

A correspondent of the *Times* of India describes the battle at Kut-el-Amara. He says the defence constructed by the Turks stretched for about six miles on either side of the river. An old, dry canal bed, branches off at right angles to the right bank of the river, and its artificial banks, twenty feet high, were the only outstanding feature in the whole monotonous landscape. The Turks made full use of this for a while. Their trenches and works lay some hundreds of yards in front. The banks of the canal sheltered their reserves and were used as supports for high watch-towers, from which the British deployment could be clearly seen. The passage of the river was protected by sunken dhows and barges, interlaced with wire, while the approach from down-stream was commanded by guns cleverly concealed in chambers dug in the river banks, as well as fire trenches. On the left bank the defence line was divided into two sections by a marsh two miles broad. Between the river and the marsh were two miles of trenches, then the marsh and then two and-a-half more miles of trenches. The extreme left was protected by another marsh about the same size as the first one. Naruddin took full advantage of these natural features to strengthen his fortifications, for fortifications they were, and not mere trenches thrown up to hold an enemy. They had been constructed with intentions of permanent occupation, to hold the Tigris line against the strongest possible force, and had already been occupied for three months. A bridge of boats had been constructed at the place of concentration, and this bridge was an important factor in General Townshend's plans for attack.

Broadly this plan was to make a demonstration against the enemy's right, that is, on the right bank of the river, to give him the impression that this flank was to be the object of the main attack, and thereby means of the bridge to cross the left bank of the river with the majority of his force and attack the Turkish left. The troops under General Delamain remained on the right bank, while a small force of one battalion and some guns and cavalry crossed to the left. General Fry's brigade in ships moved up the river for three miles and disembarked on the left bank. The part allotted to this brigade was a frontal attack on the enemy's position, which lay between the left bank of the river and the marsh, and it took up a position facing this section while the troops who had started on the left bank pushed out to its right.

Dawn on the 27th found the whole of the force in position. An immediate start was made, and in a short time the whole of the line was engaged by the enemy's long-range fire. The British troops on the right bank developed heavy artillery and infantry fire, driving in the advanced Turkish troops in the hope that their right would be reinforced and their left weakened. General Fry, meanwhile, pushed on under heavy artillery fire and succeeded in getting within two thousand yards of the section of defence to his front by three o'clock in the afternoon. By noon of the 27th the bridge of boats was in position a short distance above where the troops had disembarked from the boats, and the force on the right bank was ordered to withdraw slowly towards the bridge, leaving only a small number on this side of the river. The leading troops on the right bank reached the bridgehead just as dusk was falling and the crossing, which occupied the first half of the night, was begun.

Moving all night the force was in a position for attack by dawn two miles to the right of General Fry. As soon as light appeared General Delamain deployed his force for attack. The greater part were directed to a flank attack on the enemy's extreme left, while the remainder advanced to a frontal attack against the left portion of the section of defence between the two marshes. General Fry at the same time developed all his strength in the hope of being able to close with General Delamain's force. The flank attack soon found that owing to the extent of the marsh the route which they would have to take was much more circuitous than had been expected. Meanwhile the frontal attack had become so seriously engaged that General Delamain decided to push home an attack with the troops at his disposal on the extreme left of the Turkish defences, front of him. The position was critical, as the enemy in the whole section was greatly superior in numbers, and their force left in front of them, and their heavy fire had already begun to tell on the troops. Nothing but bold and resolute action could have met the situation, and General Delamain was prompt in seizing his opportunity. Half of the Dorsets, the 17th Mahrattas and the 2nd Co. of Sappers and Miners were ordered to take the trenches area.

The correspondent writes of the gallant manner in which this was done and records how the troops waited in the newly-won trenches till troops, coming round the marsh, reached them about 10.30 a.m. Coming in on the right they swept the whole of the Turkish defences between the two marshes from left to right, only completing their task at 2 o'clock in the afternoon. This was not accomplished without very severe fighting, as the enemy preferred remaining in their underground defences to running the gauntlet of fire over the open plain, and a large number of prisoners fell into the hands of the British. At last the position was cleared and the units reformed to continue the advance. The day had been very hot and both men and horses were suffering greatly for want of water. As always the marsh water was quite unfit to drink, so foul indeed that the men, exhausted as they were, had no desire for it. The force had been marching and fighting since the previous morning and had had no water since the previous evening. They had just carried out a forced march of five hours round the marsh and fought a severe action, and a scorching wind with dense clouds of dust had swept the desert during the whole day.

HEAVY FIGHTING.

Continuing the story the correspondent says: General Delamain hoped to reach the river at one of its bends before he was called upon to engage the enemy. Again in this hope the column advanced, and at about five o'clock in the afternoon had reached a point behind the Turkish position, about a mile and a half from the river. Here they suddenly came under very violent artillery fire from the further bank of the river, and General Delamain, realising that they could not reach water by that route, determined to attack the Turkish position from the rear, and, changing the direction of his column, marched straight towards the trenches. This was about half-past five and the light was beginning to fail. Hardly had the change of direction been carried out when the British column realised that they were marching parallel to a large force of the enemy's infantry and guns at a distance of about a mile. An order to "right turn" brought the weary British infantry and guns face to face with the Turkish force. Without firing a shot the troops turned and advanced on the enemy. The guns opened a rapid fire against the Turkish artillery at a range of 2,000 yards, and after a short duel silenced them completely, so completely that there was found to be hardly a man alive when the 104th Wellesey's Rifles reached them. Though suffering heavy losses the British pushed straight on, only pausing to return the fire before they closed with the enemy. At 200 yards the order was given to "fix bayonets" and as the whole line surged forward to the final assault the Turks broke from their shelter and fled. But the British were not allowed to profit by their victory, for darkness had already fallen. The troops had marched and fought for 24 hours. The necessity for reaching water had been recognised, but instead they had been fated to fight an action still more severe than the first against a fresh enemy, for this was the force of seven regiments with guns with which Naruddin was reinforcing his hard-pressed left. They were nearing their destination when they fell in with General Delamain's column.

Human effort could do no more. Although it was expected that if possible the Turks would slip away at night, there was no means of communicating with headquarters, for the Turkish position still lay between General Delamain and General Fry's forces. The exhausted troops slept on the ground on which they had fought. Throughout the day H.M.S. *Comec* and *Thermes*, launches with the Royal Navy, had been well ahead up in the firing line and subjected to heavy artillery fire. During the night, in a gallant attempt to cut the wires of the obstruction in the river, the senior Naval Officer, Lieut. Commander Cookson, lost his life. The Turks evacuated the whole position during the night, leaving many guns and much ammunition.

HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

2.—Parades for to-day, nil.

DETAILS.

3.—Gun Club Hill, Kowloon:—
On duty until 24th inst.: Scouts Co. Officer on duty: Capt. Stewart.
P. of W. Camp, Kowloon:—
On duty to-night: Centre Section M.G. Company.
Officer on duty: Capt. Wood.
On duty 20th inst.: Right Section M.G. Company.
Officer on duty: Lieut. Kennett.
Orderly Sergeant until 24th instant: Sergeant Ramsay.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

THE SHOOTING COMPETITION.

His Excellency the Governor has fixed Sunday, December 5th, for this Inter-Platoon Competition. A Captain and 8 men from each Platoon must be selected and their names sent to the Musketry Inspector on or before December 1st.

Teams will leave Blanke Pier at 9 a.m.

MUSKETRY COURSE, PART I.

Nos. 2 and 3 Platoons No. 3 Company warned for Sunday next will fire as follows instead of as previously notified:—

Men doing Patrol duty on Sunday evening will fire in the morning, leaving Blanke Pier at 9 a.m.

Men not doing Patrol duty on Sunday will fire in the afternoon, leaving Blanke Pier at 1 p.m.

PATROL DUTIES.

Members are warned that from this date until further notice they are entrusted with a responsible share in the police work of the whole of the City of Victoria, the Peak, and Kowloon.

No excuse, except illness, will be accepted for absence from Patrol duty. Absentees will be ordered to attend the next Defaulters' Parade, where only will their reasons be dealt with. Failure to report inability to attend on the ground of illness in time to fill the vacancy occasioned will also be treated as a default.

A Defaulters' Parade will be held to-day, at 5.15 p.m. Defaulters will fall in at that hour outside the Pass Office, Central Police Station.

JOINED.

No. 1 Platoon, No. 1 Company.—H. Bickerton, A. R. Osborne.
No. 2 Company.—J. A. B. Silva.
Recruits, their Platoon and Company Commanders are held responsible for getting uniform provided without delay.

VISITING COMPANIES. Inspectors of Companies are required to arrange that they and their Sergeants visit the men of their respective Companies on Patrol independently of any visits made by the ex-regular Police on the Staff.

CASES IN COURT. N.C.O.s, and men appearing in Court in connection with Police Reserve Cases must do so in Uniform.

N. C. JAMES,
A. S. P. (Reserve).

INTIMATIONS

G. R. E.

IN HIS BRITANNIC MAJESTY'S
CONSULAR COURT AT CANTON.

PROBATE JURISDICTION.

Canton, Thursday, the 28th day of October, 1915.

CITATION FOR LETTERS OF
ADMINISTRATION.

In the Goods of SMOLLETT CAMPBELL,
Deceased.

IN virtue of an Order of His Majesty's said Court, bearing date This Day, I do hereby monish and cite all and all manner of persons to appear in the said Court on or at the 28th day of November, 1915, and show cause, if any they have, why letters of administration (with the will annexed) of all and singular the goods, chattels, rights, and credits of SMOLLETT CAMPBELL, late of Macao, China, who died at Hongkong on August 20th, 1915, should not be granted unto ARCHIBALD SMOLLETT CAMPBELL, Attorney for ELTA GRACE CAMPBELL, of 48, Brunswick Gardens, Kensington, London, England, the widow of the said testator and the universal legatee named in the will, as in default thereof, the Court will proceed to grant the same accordingly.

(Sd.) R. S. PRATT,
Vice-Consul and Additional Judge.

[1156]

G. R. E.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915.

[738]

FOR SALE.

DESIRABLE COUNTRY RESIDENCE.
Standing in its own Grounds, situated at TAIPO, containing four Rooms, out-offices, etc. Electric Light.
For particulars apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 30th October, 1915.

[1127]

FOR SALE.

CORONATION POSTAGE
STAMPS OF JAPAN,
at 50 Cents per Complete Set.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 19th November, 1915.

[1043]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT
is now ready and contains:—

Far Eastern News, Hongkong.
Far Eastern Men and the War.
Leading Articles:—
China's Economy.
China's Financial Methods.
Labour in the East.
Random Reflections.
Peking Notes.
Chinese Criminals in Shanghai.
Prince of Wales' Fund.
British Red Cross Society and the Order of St. John of Jerusalem.
Garments for Troops, Etc.
Al Fresco Fete.
Alleged German Conspiracy at Harbin.
Telegrams.
Our Duty in the Present Crisis.
Loss of the "Rufford Hall."
Correspondence:—
"A Business Man and War."
Opium Packed as Razors for Hongkong.
Record Opium Seizure at Singapore.
Natural Gas in Wenchow.
China and a Monarchy.
Elections in Peking Prefecture.
Company Meeting:—
Steam Fisheries Co., Ltd.
Hongkong Tramway Co.
Raub Gold Mine.
Kailan Mines Output.
Indo-China Rumour.
Chinese Bank for Straits Settlements.
Movements of Chinese Troops.
China's Increased Customs Revenue.
Japan's Wealth Increasing.
Japanese Emperor's Addresses.
Suez Canal Restrictions.
The War and Japanese Navy.
Freaks of Fashion.
Local Sport.
Hongkong University Athletic Ground.
Watchman Murdered at Hunghom.
Society of St. Vincent de Paul.
Assassination of Admiral Tseng.
Murder of a Chinese General.
Typhoon and Tidal Wave in Annam.
The Law Courts.
Passenger Lists.
Commercial.

Extra Copies 50 cents each. Cash.
Copies can be posted from this Office to addresses sent; including postage 24 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage extra.
Hongkong, 19th November, 1915.

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.
NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.
Giving all the Important Towns on route
from CANTON to WUCHOW

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG

973

24 PAGES!!

NEW ADVERTISEMENTS

G. R.
NOTICE.

IT IS HEREBY NOTIFIED that SEALED TENDERS for the LEASE OF OLD POST OFFICE BUILDING, will be received at the Colonial Secretary's Office until noon of TUESDAY, the 30th day of November, 1915, for the LETTING of the OLD POST OFFICE BUILDING from 1st January, 1916, to 31st December, 1918, subject to conditions which can be ascertained at the Office of the Director of Public Works.

Each Tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of One Thousand Dollars (\$1,000) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his Tender and comply with the above-mentioned conditions, should the Tender be accepted.

Form of Tender and further particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the Highest or any Tender.

W. CHATHAM,
Director of Public Works.
Public Works Office,
Hongkong, 18th November, 1915. [1206]

WANTED.

A POINTER. A good price will be paid for a suitable Dog. "X."
Reply to—
Care of "Daily Press" Office.
Hongkong, 18th November, 1915. [1207]

WANTED.

DAILY or Resident NURSE for two Children at the Peak. Apply by letter enclosing copies of testimonials to—
"E."
Care of "Daily Press" Office.
Hongkong, 10th November, 1915. [1164]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto subsisting between the Undersigned, DONALD MACDONALD and JOHN WILKIE, carrying on business as ENGINEERS, SHIPBUILDERS, CONTRACTORS and MACHINERY AGENTS at York Building, Chater Road, Victoria, Hongkong, under the style of MACDONALD & CO., has been Dissolved by mutual consent as from the Thirtieth September, One Thousand Nine Hundred and Fifteen, so far as concerns the said JOHN WILKIE, who retires from the said Firm. Dated this 15th day of November, 1915.
D. MACDONALD,
JOHN WILKIE. [1197]

PUBLIC AUCTION
of
VALUABLE LEASEHOLD PROPERTY
situate at Victoria in the Colony of
Hongkong in Six Lots,
To be sold in pursuance of an Order of
the Supreme Court of Hongkong,
on
THURSDAY,
the 2nd day of December, 1915, at 3 o'clock
p.m., by
MR. GEO. P. LAMMERT,
Auctioneer,
at his Sales Room, Duddell Street.

The Property consists of:
Lot 1.—All that piece or parcel of ground intended to be registered in the Land Office as Subsection No. 4 of Section F of Inland Lot No. 800 together with the message and buildings thereon known as No. 400, Queen's Road West.

Area 550 square feet or thereabouts. Annual Crown rent \$8.70.

Lot 2.—All that piece or parcel of ground intended to be registered in the Land Office as Subsection No. 5 of Section F of Inland Lot No. 800 together with the message and buildings thereon known as No. 408, Queen's Road West.

Area 600 square feet or thereabouts. Annual Crown rent \$9.10.

Lot 3.—All that piece or parcel of ground intended to be registered in the Land Office as Section J of Inland Lot No. 800 together with the message and buildings thereon known as No. 23, Sam To Lane.

Area 1,022 square feet or thereabouts. Annual Crown rent \$13.50.

Lot 4.—All that piece or parcel of ground intended to be registered in the Land Office as Section K of Inland Lot No. 800 together with the message and buildings thereon known as No. 141, Second Street.

Area 783 square feet or thereabouts. Annual Crown rent \$10.35.

The above-mentioned premises are held from the Crown for the residue of a term of 999 years from the 30th day of June, 1852.

Lot 5.—All those pieces or parcels of ground intended to be registered in the Land Office as Section C of Inland Lot No. 759 and Section C of Inland Lot No. 758, both held for the residue of a term of 999 years from the 7th day of January, 1862, together with the message and buildings thereon known as No. 55, Second Street.

Area 788 square feet or thereabouts. Annual Crown rent \$10.14.

Lot 6.—All that piece or parcel of ground intended to be registered in the Land Office as Section D of Inland Lot No. 759 held for the residue of a term of 999 years from the 7th day of January, 1862, together with the message and buildings thereon known as No. 50, First Street.

Area 792 square feet or thereabouts. Annual Crown rent \$10.47.

For further particulars and conditions of sale apply to
DENNIS & BOWLEY,
Solicitors for the Vendor,
or to
MR. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 17th November, 1915. [1201]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TOMORROW (SATURDAY), the 20th November, 1915, commencing at 3.15 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.
Hongkong, 17th November, 1915. [1204]

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 3, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 3rd day of December, 1915, at 12 o'clock Noon, when the Subjected Resolution will be proposed as an Extraordinary Resolution, viz.:

That the Articles of Association of the Company be altered in manner following:—

(a) Article 16 shall be cancelled.

(b) In Article 50 in lieu of the words "Twenty-one clear days' notice" there shall be substituted the words "Ten days' notice at least of every Meeting."

(c) The following Article shall be substituted for Article 53, namely:

"Except as otherwise provided by these Articles no business shall be transacted at any Meeting unless there shall be personally present at the commencement of the business 'Ten or more Shareholders.'"

(d) Article 64 shall be altered by striking out all words after the words "upon a poll every shareholder" and by adding after such words "present in person or by proxy shall have one vote for every share held by him."

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, No. 3, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 18th day of December, 1915, at 12 o'clock Noon, for the purpose of receiving a report of the proceedings at the first mentioned Meeting and of confirming, if thought fit, as a Special Resolution the above-mentioned Resolution.

Dated the 11th day of November, 1915.
By Order of the Board,
C. PEMBERTON,
Secretary. [1173]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 597, dated 16th January, 1884, of the Share No. 18105 in this Company, standing in the name of Mr. THOMAS BROWN, of Shanghai, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 11th November, 1915.
C. PEMBERTON,
Secretary. [1174]

GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

APPLICATION has been made to this Company to issue to Mr. LAU SA TUNG of Hongkong Duplicate Certificates of 200 Shares in this Company or other Certificate or Certificates in lieu thereof upon statement that the Original Certificates

Nos. 8594—100 shares numbered 246039/246138 dated 18th November, 1908.

Nos. 8803—50 shares numbered 197703/197727, 251038/251110; 25th March, 1909.

Nos. 9788—50 shares numbered 6901/6950 dated 27th May, 1910.

have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificates is made to the Company the Undersigned will then proceed to deal with such application for Duplicates.

For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 23rd October, 1915. [1101]

WANTED.

FROM 1st JANUARY, FURNISHED FLAT or HALF-HOUSE for Married Couple. Upper or Lower Level.

Full particulars, rent, etc., to—
"T."
Care of "Daily Press" Office.
Hongkong, 17th November, 1915. [1196]

TO LET.

NO. 2, "FAIRVIEW," Nathan Road, Kowloon.

NO. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.

NO. 12, BEACONSFIELD ARCADE, Top Floor.

NO. 68, PEEL STREET, on Caine Road level.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"LEWKNOR," No. 126, THE PEAK.

"HARTING," Austin Road, Kowloon.

"HILLSIDE," No. 110, THE PEAK.

6 Rooms Furnished, from 1st November, 1915.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

NO. 1 and 2, COLLEGE GARDENS 6 ROOMS, each, from 1st November, 1915.

NO. 3, "THE ALBANY," ROADS, in Duddell Street.

"ROSEBATH," 2, Hantow Rd., Kowloon.

NO. 6, BELLIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 8, Burrows Street, Wanchai.

TWO GODOWNS, in Duddell Street.

"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).

NO. 2, DES VŒUX VILLAS, 51, PEAK Unfurnished.

NO. 59, THE PEAK (6 CAMERON VILLAS, Apply to—
LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings
Hongkong, 3rd November, 1915

HOUSES TO LET

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.

Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha,
Hongkong, 16th November, 1915. [1190]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.

Apply to—
M. J. D. STEPHENS,
Hongkong, 12th November, 1915. [1170]

TO LET.

BRITISH CONCESSION, SHAMEEN, CANTON.

FROM 1st December, ONE EIGHT-ROOMED HOUSE.

Apply to—
T. E. GRIFFITH, Ltd.,
Hongkong, 11th November, 1915. [1167]

TO LET.

"THE KENNELS," 188, Magazine Gap. Thoroughly renovated and repaired.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 10th November, 1915. [1162]

TO LET—FULLY FURNISHED.

"A BERGELDIE," 136, THE PEAK. About March, or sooner if convenient.

Apply to—
A. RITCHIE,
Care of Messrs. DODWELL & CO., LTD.,
Hongkong, 10th November, 1915. [1163]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply to—
DEACON, LOCKER, DEACON & HARTSON,
Hongkong, 19th October, 1915. [1094]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply to—
LINSTAD & DAVIS,
Hongkong, 16th October, 1915. [1089]

TO LET.

NOS. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

Apply to—
SPANISH DOMINICAN PROCUSSION,
Hongkong, 29th September, 1915. [1063]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.

Apply to—
PERCY SMITH, SETH & FLEMING,
Hongkong, 20th August, 1915. [875]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, Immediate possession.

Apply to—
SHEWAN, TOMES & CO.,
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Kowloon Terrace, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 24th October, 1915. [45]

TO LET.

FOUR-ROOMED AND THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon, with every modern convenience.

Immediate possession. FOUR-ROOMED FLATS in May Road, possession on or about 1st November next. Modern appointments throughout, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO-ROOMED FLATS in Nathan Road, Kowloon.

WINDSOR LODGE, Kowloon, Six-Roomed House, Tennis Court. Immediate possession.

Apply to—
RUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 3rd November, 1915. [1177]

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.

HOUSES in CLIFTON GARDENS, Conduit Road.

NE-Y HOUSES in Broadwood Terrace.

HOUSES at the Peak.

NO. 21, WONG-NEI-CHONG ROAD.

NO. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchai.

GODOWNS, at New Praya Kennedy Town.

Nos. 1, 2 and 3, WEST END TERRACE, CANTON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 4th November, 1915. [38]

TO LET.

GODOWN, No. 6, Duddell Street.

Apply to—
A. B. AVASIA,
Care of E. PARANAY,
No. 1, Duddell Street,
Hongkong, 2nd February, 1915. [244]

INTIMATION



PHOTO

XMAS CARDS

PICTURES OF CHINA IN A

CHARMING SETTING.

SEPIA

BROMIDES

GREEN AND BLUE-TONED BROMIDE

HAND-COLOURED PHOTOS.

To be obtained from—

A. S. WATSON
& CO., LTD.,
HONGKONG DISPENSARY,
and also from

THE VICTORIA DISPENSARY.

BIRTH.

FORSYTH.—At Tientsin, on 17th November, the wife of Mr. EDWARD FORSYTH, of a son.

HONGKONG OFFICE: 10A, DES VŒUX ROAD; C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 19TH, 1915.

THE ENTENTE POWERS AND GREECE.

THE part which Greece is to play in the war seems likely to be decided within the next few hours. The British Government is reported to have detained ninety Greek vessels at Liverpool and Newcastle, and M. DENYS COCHIN, the French Minister, who left this week on a special mission to Athens, has been instructed to point out to the Greek Government that the Anglo-French Fleet, assembled at Malta, will exact a heavy penalty for any treachery. This resolute attitude which the Entente Powers are now adopting towards Greece is fully justified by the circumstances. For months past the Greek Government has been vacillating in its policy that it has exhausted our patience and raised very grave doubts as to the sincerity of its repeated professions of good-will. When the Fleet was dispatched to the Dardanelles in the early part of the year there appeared to be solid grounds for anticipating the co-operation of Greece, who was known to harbour a feeling of ill-will towards Turkey over the question of the Aegean Islands. Later on, when Bulgaria, yielding to German threats and bribes, turned her arms against Serbia, it was confidently expected that Greece would respect her treaty obligations and go to the rescue of her Ally. Apart from the moral obligation, there were other reasons for believing that this course would commend itself to the Greeks. As Sir EDWARD GREY pointed out in the House of Commons, the interests of Greece and Serbia are one, and in the long run, the two States must stand or fall together. Since the Treaty of Bucharest was signed in 1913, Bulgaria has cherished a sense of resentment against both nations and would be only too pleased to see them crushed in order that she might wrest from them the

territory which they obtained under that settlement. As a further inducement to range herself on the side of the Allies Greece was offered the Island of Cyprus independently of the result of the war, while other promises and concessions were made conditional upon the success of the Allies. M. VENIZELLOS, who was returned to power at the recent general elections, was frankly in favour of the Entente, and it was at his invitation that an Anglo-French force was landed at Salonika for the purpose of helping Serbia. At the same time, it is understood, he offered the co-operation of 150,000 Greek troops. KING CONSTANTINE, however, declined to agree to the proposals of his Prime Minister, who thereupon resigned, though he still has a majority in the Greek Parliament in favour of keeping the compact with Serbia. Since then the KING, who is a brother-in-law of the KAISER and received his military training in Germany, has continued to abuse the royal prerogative in order to further his own designs. In taking up this attitude in opposition to the counsels of the man who probably saved him his throne five or six years ago, the KING, it is only reasonable to assume, feels that he has powerful support behind him. What the nature of that support may be we can only conjecture, but the circumstances are sufficient to warrant the gravest suspicion. The Greek Army is mobilised and concentrated on the Greek frontiers, and though its officers disclaim any sinister designs, the rumours current lately have not been such as to inspire confidence. Italian despatches apprehend a Greek move on Albania or Monastir, and state that the Greeks are already fortifying southern Albania, whither a number of German officers have proceeded from Corfu. It is also reported that a German mission has visited Athens, after making a tour of inspection of the Anglo-French lines, and has departed from Salonika in a Greek destroyer. Meanwhile, the Allied Powers have been vainly pressing Greece to declare herself and to give an undertaking that, in the event of the Anglo-French forces being obliged to fall back into Greek territory, no distinction will be made between them and the Serbs. Perhaps now that she finds we are not in the mood to be trifled with any longer and that our forces are in more uncomfortable proximity to her than those of Germany or Austria, Greece will follow the example set by Persia when she heard the approach of Russian troops to her capital.

A mail for Europe via Siberia closes to-morrow at 5 p.m.

The Hon. Mr. D. Landale, Mrs. Landale and Miss Landale returned from Shanghai by the s.s. *Nellie* yesterday.

Owing to a printer's error we regret that the dates of departure of the two Canadian-Pacific liners were transposed in our issue of yesterday. It is the *Empress of Japan* which sails on the 1st prox. and the *Monteagle* which leaves a week later.

The annual demonstration of the Hongkong Sunday School Union will be held on Saturday in the City Hall at 2 p.m. The Bishop of Victoria will be in the chair, and a short address will be given by the Rev. H. R. Wells. An attractive programme has been arranged, and almost every Sunday School in Hongkong and Kowloon will be represented.

The Special Police had several cases at the Magistracy yesterday. In one instance P. McEwen charged two garbage collectors with depositing rubbish in the public street, and they were each fined \$5 with the alternative of ten days' hard labour. P. C. Arnold charged three wharf coolies with causing an obstruction, and they were each fined \$2. The same Constable apprehended a man who was hawking without a licence, and a fine of \$2 was imposed.

FORTHCOMING MARRIAGES.

The following local marriages are announced to take place shortly:—

Mr. Ferdinand Farrant, Duckworth, electrical engineer, King Edward Hotel, and Miss Agnes Campbell Lennox, of the same address.

Mr. Gordon Harold Wilson, of Messrs. Robertson and Wilson, who resides on the houseboat *Mascot*, and Miss Betty Walker, 12, Beaconsfield Arcade.

Mr. Edward Erson Grieve, clerk, King Edward Hotel, and Mrs. Evelyn Louise Wright Tourtelot, of the same address.

Mr. Alfred Wolfe, Gibbs, assistant, Messrs. A. S. Watson & Co., Wyndham Hotel, and Miss Othelia Clothilda Aquino, Hyderabad, India.

THE HUNGHOM MURDER.

TWO ARRESTS.

Two Indian women have been arrested in connection with the murder of another Indian watchman at Hunghom. The body of the watchman, who was employed at the Cement Works, was found in a field in proximity to the works, with a rope round the neck, indicating strangulation, and there were also many bruises on the body.

POLICEMEN FOR THE FRONT.

FAREWELL DINNER AND CONCERT.

The twenty odd members of the Hongkong Police Force, who, with a number of gaol warders and other Government employees, are leaving for the Front, were entertained to dinner at the Astor House Hotel last evening. The Assistant-Superintendent of Police (Mr. T. H. King) presided over a large gathering, supported by Chief Inspector C. F. Mason (of the Police Reserve) Inspector Gordon had worked enthusiastically to ensure that the function was a success, and he was ably seconded by Sergeant T. Pitt. In the words of the leader of the contingent, it was really "a jolly good send-off."

After the loyal toasts had been honoured, the CHAIRMAN proposed the "Health of our comrades for the Front."

He said that in that toast he included members of the gaol staff, railway staff, and the Sanitary Department who were with them that night. He believed that they all had the three little letters "H.K.P." and were taking them with them. Their colleagues wished them all most sincerely good luck and a speedy return. (Applause.) They had had the good fortune to have the opportunity of answering the great call to fight. The Hongkong Police Force was proud of them, while it envied them, and those of the force who remained here would always have them in mind. It would not be a case of "out of sight out of mind." They would look forward to hearing from them sometimes, and if they let Hongkong know what they wanted and where they were Hongkong would do its best for them. Some members of the force were already at the Front, or were in training at Home. A letter had been received from Sergeant McNab Wilson, who said that he was somewhere in France, and was only waiting for some more Hongkong Police to come out and "life would be an adventurous holiday." The men who were now about to leave would have lots of adventure, though he could not say that it would be a holiday, but whatever happened they all had most sincere good wishes. Wherever they were, he was sure they would right worthily maintain the traditions and name of the Hongkong Police Force—(applause)—and "you will make those Germans run as they have never run before."

Sergeant Patterson, responding on behalf of the contingent, expressed hearty thanks for the splendid send-off, and said they could be relied on "to do their little bit."

An enjoyable smoking concert followed, items being contributed by the following:—Messrs. Edwards, Bagg, Nichol, Stimson, Taylor, Thompson, Williams, Thorne, Ellis, Hollands, and Andrews.

NAVAL POLICE CONCERT.

A similar function took place at the Royal Naval Police Mess, in honour of Messrs. McKnight, Adair, Morrison, Heath, Brewer, and Dunlop, who are also leaving for the Front. An excellent musical programme had been compiled, to which the following contributed:—Messrs. A. J. Bagg, (at the piano), A. J. Bagg, Brooks, Bagg, Thomas, White, Ward, Nichols, Dunn, Hickleby, Miller, Edwards, Ray, Isaacs, Ligh, and Hynes.

FAR EAST AND THE WAR.

THE BALKAN POSITION AND JAPAN.

THE WAR.

BRITISH HOSPITAL SHIP.

SUNK IN THE CHANNEL.

RESCUE SHIP BLOWN UP.

NEWS FROM ALL FRONTS.

GREAT BRITAIN AND GREECE.

PREPARATIONS FOR TREACHERY.

THRILLING STORY OF "ANCONA" OUTRAGE.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH HOSPITAL SHIP. SUNK IN CHANNEL.

RESCUE SHIP BLOWN UP.

HEROIC WOUNDED, AND "SPLENDIDLY
HEROIC" NURSES.

LONDON, November 17th.

The War Office reports that the hospital ship *Anglia* struck a mine in the Channel to-day, and sank. About 300 were saved out of 385, by a patrol vessel. Another rescue-ship was sunk by another mine.

RESCUE WORK.

LATER.

The collier *Lusitania* rushed to the assistance of the *Anglia*, and lowered boats. Meanwhile the collier was blown up, but the remainder of the crew were saved. Torpedo boats also steamed to the scene and brought some of the rescued to port, including a matron, two nurses, and the Captain of the *Lusitania*.

HEROINES AND HEROES.

An engineer, interviewed at Dover, said that when the explosion occurred the *Anglia's* bows seemed to melt away, and the sea lapped the rails and splashed the decks. The crew of the collier saw the soldiers coming up on deck, assembling as if they were on parade and waiting orders to enter the boats. Every moment their footing was becoming more precarious. Some of the wounded slipped into the sea, and many sailors dived in to rescue them. Meanwhile, the nurses, splendidly heroic, helped the men to transfer the wounded to the waiting boats, two of which were the *Anglia's*. One of the latter, with a nurse attending to the wounded, reached the *Lusitania* just as there was a terrific explosion at the latter's stern, and had to sheer off. The *Lusitania's* mate was blown from the rigging, but was not seriously hurt.

KING'S MESSAGE.

LONDON, November 18th.

The King, in a message, says:—"I am shocked to hear that the *Anglia*, which recently conveyed me across the Channel, has been sunk. I am grieved at the loss incurred, and trust that the survivors have not unduly suffered from their terrible exposure."

THE "ANCONA" OUTRAGE. THRILLING NARRATIVE BY A LADY SURVIVOR.

LONDON, November 17th.

An American lady doctor named Cecile Grelle, a graduate of Cornell University, telegraphing from Bizerta, says she was the only American cabin passenger on the *Ancona*. The four others were Italians. Lunch had just been finished when she heard a rush on deck, and noticed that the engines were slowing down. Dr. Grelle, ascending the deck, heard the whizz of a shell, which fell on the afterdeck. She saw a huge submarine dangerously near, with four huge guns in the conning tower, and another in the fore-part. No warning was given to the liner, which slowed down immediately the first shot was fired.

[THROUGH REUTER'S AGENCY.]

"The first shot shattered the bridge. Others followed quickly, timber falling on all sides. Everywhere was confusion and panic. I saw dozens fall dead and wounded on the deck. I was perfectly calm, and started for the Purser's office on the second-class deck to get my money. I found him dead before his desk. Whole parts of the second-class deck had fallen into the sea. Wounded and dead lay everywhere, including many babies, women, and children. I returned to my cabin to get my passport. It was a journey amid falling shots and screams of women, who grasped my ankles, imploring help."

Dr. Grelle reached her cabin and was trying to open her trunk when she heard the porthole crash inwards and felt the whizz of a shell overhead. "I jumped up and saw a stewardess fall dead before the door, struck by a shrapnel bullet. Thinking that death was unavoidable, I donned a sweater, tied a bonnet around my head, grasped a basket of trinkets, and started on a search for a lifeboat. I was alone on the cabin deck; not a soul commanded the passengers below, and chaos reigned there. I went to a place where two boats were being lowered. They refused to take me, saying that they were full, though there were not more than 20 occupants, while the boats were marked for 50. The first boat fell into the sea, and the occupants were drowned. Remarkably few were provided with lifebelts. I saw another boat being lowered and jumped 20 feet, gauging the distance exactly, and landed in the centre of the boat uninjured, still grasping the basket of trinkets. Another woman, an immigrant, jumped head foremost and fell into the sea. I dragged her in, but both her legs were broken. We started to row, expecting to be killed, for the shells were striking the boats, killing and injuring the passengers. I saw the track of a torpedo, which hit the *Ancona*. There was a terrific explosion, and the liner turned turtle and sank in seven minutes. Our boat rowed toward Messina, leaking badly. Women and children clung to me, shrieking hysterically. I bailed out and tried to quieten them. After four hours we sighted a boat without rowers, leaking and sinking. Our officer, with a revolver in his hand, ordered his men to rescue them. A French cruiser saw our flares in the evening and rescued us."

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ARTILLERY ACTIONS.

PARIS, November 17th.

A communiqué states:—There have been some artillery actions.

VIOLENT CANNONADING.

PARIS, November 18th.

A communiqué states:—Violent cannonading has been general on most of the front in France.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

SERBIANS FORCED TO RETIRE. PANIC STRICKEN POPULATION FLEEING FROM MONASTIR.

SALONIKA, November 18th.

A despatch dated the 16th instant states that the progress of the Bulgarians from Gostivar Hill will force the Serbians to retire from the Babuna Pass to avoid encirclement. The population of Monastir is fleeing panic stricken. Several Foreign Consuls have also quitted the town and have gone to Salonika.

The French are firmly holding their positions on the left bank of the Crnaya, inflicting severe losses on the Bulgarians who have retreated northwards. The Bulgarians have evacuated Kostarino, and a number of Bulgarian deserters surrendered to the Serbian authorities at Chevgeli.

The Bulgarians are retiring northwards in the region of Gradska.

BULGARIANS ABANDON ATTACKS.

PARIS, November 18th.

A communiqué states:—The Bulgarians on Monday abandoned their attacks on our front on the left of the Cerna River, west of Krivolak, and retired to Arkangel and the heights north of the village of Cicovo, abandoning numerous dead. The Bulgarian losses in three days fighting was 4,000. Our losses are slight.

SITUATION STATIONARY.

LONDON, November 18th.

The Serbian Legation has not received news of any worsening of the military situation, which is regarded as stationary.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTEMPTS TO CROSS DVINA FAIL.

FINE ARTILLERY WORK ON THE STYR.

PETROGRAD, November 17th.

A communiqué says that below Dvinsk the enemy attempted to cross the Dvina at several points in boats, but was repulsed. Westward of Dvinsk the Germans were compelled to abandon a portion of their trenches in the Lake Svanten district. A Zeppelin flew over the Dvinsk district on Monday night and dropped bombs, a portion of which fell in the German trenches, causing a panic and heavy losses. The enemy continues desperate attacks in the vicinity of Tcharatorysk. Our artillery again and again scattered him as he approached the River Sty.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ARMENIAN MASSACRES. "NO MORE HORRIBLE CRIME IN HISTORY."

LONDON, November 17th.

In the House of Commons, during a discussion on the Armenian massacres, Lord Robert Cecil said there had been no more horrible crime in the history of the world. The only mitigation was that it was in no way a religious movement. Pious Moslems everywhere in the world reprobated the Armenian horrors as much as we did. The massacres were entirely unprovoked. The suggestion that British agents had incited the Armenians to rebellion was utterly false. The greatest protection to the Armenians was our victory in this war. All our resources must be devoted to forcing the enemy to accept the Allies' terms of peace. We had telegraphed General Nixon (commanding the troops in Mesopotamia) to try and induce the Arab tribes to assist Armenian refugees.

ELIGIBLE EMIGRANTS.

LONDON, November 18th.

In the House of Commons, Sir John Simon said an Order-in-Council was being prepared to prevent British subjects of military age leaving the country without permission.

NEW FRENCH LOAN.

PARIS, November 18th.

The new five per cent. loan, of an unlimited amount, opened on the 15th, at a price of 88.

[THROUGH REUTER'S AGENCY.]

THE GREEK SITUATION.

ALLIES READY FOR TREACHERY.

LONDON, November 18th.

Telegrams received from Paris report that M. Denys Cochin, the French Minister, will remind the Greek Government that an Anglo-French fleet has assembled at Malta to exact a heavy penalty for any treachery.

The papers report that Great Britain has detained ninety Greek vessels at Liverpool and Newcastle.

The *Morning Post*, in an article denouncing the Government's policy towards Greece, says that unless King Constantine is told that Greek commerce and seaports will be destroyed, in certain eventualities, we may find the expeditionary forces trapped.

GREEK GOVERNMENT SEEKING A SOLUTION.

ATHENS, November 18th.

It is authoritatively stated that the Government is seeking a satisfactory solution of the question of Allied troops seeking refuge in Greek territory, but the Government hesitates to make a declaration in the form demanded by entente papers. It is understood that King Constantine wishes to discuss the situation with Lord Kitchener.

FRENCH MINISTER'S MISSION.

LONDON, November 17th.

The French Minister, M. Denys Cochin, has arrived at Athens on a special mission. An immense crowd welcomed him. He was received by representatives of the Premier, the Mayor, and the Municipal Council. Subsequently there were demonstrations before his hotel and the French Legation, the *Marseillaise* being sung.

DEALING WITH GREEK SHIPS.

LONDON, November 18th.

The Greek Legation in London states that the British Government is allowing all Greek ships which have completed loading, or which are now loading, to proceed to their destinations, but no fresh loading will be permitted.

THE PERSIAN SITUATION.

CONSIDERABLY RELIEVED.

LONDON, November 18th.

Reuter is informed that the assurances given by the Shah to the British and Russian Minister at Teheran have produced a good effect in diplomatic quarters in London, where the situation is regarded as being considerably relieved. The inclusion in the Cabinet of the supporters of a policy of tranquillity has given satisfaction.

There is no news of the arrival of the Russian troops at Teheran, and it is even probable that they will not even enter the city.

VISCOUNT HALDANE AND HIS CRITICS.

WARNINGS OF WAR.

LONDON, November 18th.

Viscount Haldane, speaking at Hampstead, said he had been criticized for not warning the country and his colleagues about the war. The fact was that he had conveyed whatever information he had, and it was considerable, to his colleagues, and they immediately commenced those activities which had secured the command of the sea and enabled the army to be mobilised at the outbreak of war, without which the enemy would now be in Calais and Paris.

THE BRITISH WAR LOAN.

SOME INTERESTING FIGURES.

LONDON, November 18th.

In the House of Commons at question time, Mr. McKenna said that the amount of stock converted to the war loan was £347,500,000, of which £204,000,000 represented consols and £143,500,000 old war loan. The amount of the war loan issued to meet the conversion was £275,500,000.

ROYAL MAIL STEAMER ASHORE.

LONDON, November 18th.

The Royal Mail steamer *Pembroke* is ashore south of Las Palmas.

[THROUGH REUTER'S AGENCY.]

BRITISH AND FRENCH MINISTERS.

A CONFERENCE IN PARIS.

LONDON, November 17th.

The Foreign Office announces that Mr. Asquith, Sir Edward Grey, Mr. Balfour and Mr. Lloyd George, accompanied by military, naval and diplomatic advisers, have arrived in Paris for consultation with the French Government.

The British Cabinet Ministers conferred with M. Briand and General Joffre.

A LONG SITTING.

LATER.

The British Minister's conference at the Foreign Office lasted until one in the afternoon. After lunch there was a conference at the Elysee till seven in the evening. The Ministers returned to London at night, after dinner at the Elysee.

The meeting is regarded as a preliminary to future conferences at which Russia and Italy will be represented.

THE WAR COMMITTEE. NEED FOR CONSULTATION.

LONDON, November 18th.

The House of Lords, in discussing the Cabinet War Committee, urged that Lord Crewe, Secretary of State for India, should be called in consultation whenever any matter affecting India was being discussed, and whenever any other departments were affected their heads should similarly be summoned.

MALAY STATES' GUIDES. ON ACTIVE SERVICE.

LONDON, November 18th.

In the House of Commons at question time, Mr. Bonar Law said that the Malay States' Guides were being employed on active service. A very considerable number of troops from the Crown Colonies and Protectorates were serving, but it was not desirable to give the actual figures.

SOLDIERS AND SAILORS. AND THE INCOME TAX.

LONDON, November 18th.

In the House of Commons, dealing with the Finance Bill, Mr. McKenna agreed to an amendment that soldiers and sailors of all ranks whose total incomes did not exceed £300 per annum should pay an income tax at the old rates.

GERMAN INCENDIARISM IN AMERICA.

ATTEMPT TO DESTROY 500 HORSES.

NEW YORK, November 17th.

There were three fires at the railway station yard at Weehawken, New Jersey, close to a corral containing 500 horses destined for the Allies. It is believed that Germans were responsible. Watchman fired revolvers at a number of suspicious persons whom they saw running away, but none were hit.

CONSPIRACY IN KOREA.

SECRET TRIAL AND JUDGMENT.

A Seoul message to the *Mainichi* says that a number of Koreans who were arrested in connection with a conspiracy case were recently secretly tried in the Chuno Saibansho at Seoul. The trial was concluded and judgment delivered on the 30th ultimo. No particulars of the alleged offences are disclosed, though the crimes mentioned are said to be of a very complicated nature and their enormity so great that it published people would be astonished. The accused were convicted of violation of the Peace Preservation Law and also of treason. One named Sei Gakukei was sentenced to imprisonment for three years, Han Shikudo for one year, and eight others to eight months' imprisonment each.

It seems to us that the Japanese authorities make a great mistake in holding such a trial in secret, as it is certain to arouse speculations concerning unrest in Korea which are not justified by fact. When the Editor of the *Chronicle* was recently in Korea, he heard reports of a conspiracy case then in course of examination by the procurators. It was stated that a certain Korean, formerly occupying a high position, had received a document to which a number of signatures were attached, consisting of a set of Treaty that was to be negotiated between Germany and Korea for the liberation of the country from Japanese domination. On being examined the influential Korean to whom the paper was sent stated that, considering the document to be nonsensical, he had burnt it. He was, however, subjected to a rigid examination with a view to discover who drew up the document, and other arrests were made. So far as could be learned, the whole affair was of a most childish character, and it would have been rather wise that the proceedings in the case should have been made public. The fact that sentence was pronounced under the Peace Preservation Law would suggest that the "conspiracy" did not reach the point of overt action. *Japan Chronicle*.

JAPAN AND THE WAR.

FOREIGN MINISTER AND PARTICIPATION.

With regard to the proposed despatch of Japanese troops to Europe, Baron Kato, the Foreign Minister, is reported to have said:—

"The present condition of the Empire is as difficult as it is interesting. Among some politicians Japan's participation in the carnage in Europe is advocated, but the realisation of such a course is a plain impossibility, to say nothing of the complete absence of a proper *casus belli*. According to military experts, in order to render Japanese reinforcements really effective, a large number of soldiers must be despatched, for which purpose, however, Japanese vessels are too limited in transport capacity. This difficulty might be overcome by a special arrangement with the Allied Powers for the supply of such transports, but another and still more serious difficulty is the financing of such a step."

"The expenditure required for sustaining Japanese reinforcements in Europe would amount to thousands of million yen per annum. How is this enormous sum to be raised? In order to maintain the authority and honour of the State, we must put out of consideration all idea of fighting at others' charges. Going a step further, and assuming that Japan resorts to loans for the purpose, how will she raise or redeem such loans? In short, Japan's participation in the actual hostilities in Europe is impossible, both in practice and principle."

"Now is the Empire, then, to assist the Allied Powers? The best and only way is to supply them with munitions of war. According to Press reports, the Government seems to have been approached by the Allied Powers with a request for the supply of ammunition on a large scale. It will be beyond the powers of the Empire, however, to undertake such huge supplies as completely to satisfy the Allies' requirements, but what Japan can do she will do. As to the future development of the European situation, the fact is indisputable that Germany must suffer final defeat. It is also to be admitted that, having lived in the comfortable atmosphere of peace for so many years, Great Britain seems to be a little slow in bringing her power into full play. For example, while the aristocracy are voluntarily going to the front for the sake of their country, the majority of the people are apparently quite unconcerned. It is when Englishmen really rise to the occasion that the country will come to play the most significant part in the war."

"Among some sections of the Japanese public, Germany's power is over-estimated. The impression gains ground in some quarters that the Germans will win the final victory, and will then wage a war of revenge upon this Empire. It needs no great wisdom or foresight to see that such fears are entirely groundless."

TURKISH FLEET DESTROYED. SHORTAGE OF SHELLS.

A Danish gentleman, just returned from Constantinople, was asked a couple of years, states in the *Varieteten* that the spirit of Turkish soldiers is deeply depressed. Civilians and Turkish soldiers hate the German officers, and have killed them on several occasions. The Germans want to rule Turkey, and often revolution is on the point of breaking out.

The Turkish fleet really no longer exists. The *Gaeben* is disabled, and the *Bretslut*'s engines are destroyed. Both have been disarmed, and their crews and guns sent to the Dardanelles. The cruiser *Medjidieh* was wrecked during an expedition in the Black Sea and torpedoed by the Turks themselves. Later the Russians set her afire and took her to Odessa. The *Hamidieh*, *Barbaros*, which is an armoured cruiser of 10,000 tons, on her way to the Dardanelles, with German officers and crew, was torpedoed, together with a smaller cruiser and a torpedo destroyer, and 1,300 to 1,400 perished. The *Torgud Reis*, sister vessel, was disabled by an explosion of her own guns, and twenty-five men were killed. Many small cruisers and torpedo-boats also have been destroyed by colliding with mines. The *Hamidieh* is the only cruiser remaining.

Nearly the whole of the Turkish merchant fleet has been destroyed by the Allies' submarines.

Turkish ammunition is very scarce. It is said, for instance, that big guns in the Dardanelles have now only six to eight shots each to fire.

Coal, oil, petroleum, flour, and bread are very scarce, and bread cards are issued as in Germany.

FAMINE IN BERLIN.

INTERMINABLE LINES OF HUNGRY WOMEN.

A French wireless communication received through the Press Bureau states:—

The *Forwards* writes: It is no exaggeration to say that in Berlin there are thousands of people who are struggling every day to obtain a morsel of meat or a morsel of bread, and the absence of weapons or had language makes the fight no less bitter. "It is not terrible to be forced to spend one's time and one's vigour throughout a long rainy autumn night in a battle for a scrap of meat? This is what happens to thousands (of souls), who are drawn up every day in an interminable line in front of the municipal shops where meat and fat are sold. Many women declare that they have spent three or four consecutive nights before these shops without once being able to get served."

The Russian Government has prohibited the further export of oilseeds to Sweden, which has already received 150,000 lbs. more than her average requirements.



**"SARGOL MAKES PUNY, PEEVISH PEOPLE
PLUMP AND POPULAR."**

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. WATSON & CO., LTD., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in Hongkong have it in stock.

[708-7]

Чара.	25	1	18	а	4	3	м	5	51	1	4
		10	6	а	7	7		3	15	а	1

Wars have grown shorter because of their sharpness. They might still last for generations if they were still, as they were in the Middle Ages, less sharp than the summer outtings of the landed gentry and their retainers. They continued to be lengthy so long as armies were small and consisted of professional soldiers. It was conscription, introduced during the Revolutionary and Napoleonic era, that abridged the earlier wars of generations into the nineteenth-century wars of weeks and months. For armies must be fed and clothed, and equipped with munitions, even when they are unpaid; and the greater the proportion of citizens in the ranks, the bigger the army, the more time it can maintain them in the field. France under Napoleon appears to be an exception, but it is so only on the surface. By herself France would soon have suc-

meanwhile, however brief the war may be, compared with ours wars in the past, the present will seem to be intolerably tedious, partly because we are accustomed to live at a faster pace than our slower forbears, and partly because we forget. Distance is foreshortened in time as well as in space; and, as we look back on the victorious peaks in our history, we lose sight of the intervening valleys of despond. We remember Horace Walpole's merry quip in 1758:—"We are forced to ask every morning what victory there is, for fear of missing one"; and Wellington's Peninsular War looks to our backward gaze like a glorious pageant leading on from Talavera to Salamanca, from Salamanca to Victoria, and thence to the crowning mercy at Waterloo. But we fail to realize the years over which the victories were spread, or the disappointments and defeats which interrupted the procession of glory. Wellington had to struggle with the French as they advanced in the winter of 1812, as the French must have seemed as firmly established in Spain as the Germans appear to be in Belgium, and in August 1799 to be as immovably based

ABOUT YOUR RHEUMATISM.

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until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taken to disperse it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

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CHINA COAST METEOROLOGICAL
REGISTER.

18TH NOVEMBER A.M.

Station.	Hour.	Parameter of Level.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.95	—	—	NW	4	—
Hiakodake	"	30.07	—	—	WNW	4	—
Tokio	"	30.03	—	—	NW	1	—
Kochi	"	30.35	—	—	W	1	—
Nagasaki	"	30.18	—	—	NW	1	—
Yagoshima	"	30.12	—	—	WNW	1	—
Oshima	"	30.11	—	—	N	4	—
Naha	"	30.11	—	—	NNE	1	—
Ishijima	"	30.16	—	—	N	3	—
Amori Is.	"	29.97	—	—	NNE	1	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.31	49	14	NW	5	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.41	43	96	NW	1	bf
Gutsufu	"	30.31	52	84	NNE	3	o
Sharp Peak	"	30.26	64	84	NNE	4	o
Amoy	8 a.	30.11	65	76	NNE	2	o
Swatow	"	30.13	65	84	N	1	or
Taiakoku	5 a.	30.21	63	93	E	4	o
Tainan	"	30.07	67	86	N	4	of
Tientsin	"	30.04	66	86	N	2	o
Koehun	"	30.06	73	76	NNE	6	o
Pensacola	"	—	—	—	—	—	—
Canton	6 a.	30.20	61	71	N	2	o
Hongkong	"	30.12	65	74	NNE	3	o
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.12	63	76	NW	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Funan	6 a.	30.12	62	93	N	4	xf
Noumea	"	29.97	76	—	E	6	o
Cape St. James	"	29.84	73	—	N	4	b
Aperti	"	29.86	78	—	N	4	o
Dagupan	"	29.83	78	—	N	4	o
Manila	"	29.88	72	—	N	1	b
Legneg	"	29.88	73	—	N	1	b
Tagablan	"	29.85	79	80	N	4	o
Hoilo	"	29.84	75	94	N	4	o
Surigao	"	29.82	79	91	NW	1	o
Labuan	8 a.	29.78	78	91	N	1	o

C. W. JENNINGS, Director

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- 2 **TEMPERATURE**, in the shade, in degrees Fahrenheit.
- 3 **HUMIDITY**, in percentage of saturation, the humidity of air saturated with moisture being 100.
- 4 **DIRECTION OF WIND**, to two points.

1 STATE OF WEATHER, b blue sky, s detached cloud, d drizzling rain, f fog, g gloomy, h hazy, l lightning, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew (wet),
7 RAIN in inches, t tenths and hundredths.

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HONGKONG TIDE TABLE.

From 19th to 25th November.

HIGH WATER.				LOW WATER.			
Days or Week	Days of Month	H'cong. Mean Time	Height	H'cong. Mean Time	Height	H'cong. Mean Time	Height
Fri.	19	m 8 4	5 5	m 1 53	2 8	m 8 4	5 5
Satur.	20	m 7 33	5 0	m 1 12	3 3	m 7 33	5 0
Sun.	21	m 6 57	4 3	m 1 28	2 2	m 6 57	4 3
Mon.	22	m 6 18	3 5	m 1 41	3 5	m 6 18	3 5
Tues.	23	m 5 43	3 0	m 2 47	3 7	m 5 43	3 0
Wed.	24	m 5 9	2 6	m 3 48	1 6	m 5 9	2 6
Thurs.	25	m 4 18	2 3	m 4 26	3 4	m 4 18	2 3
		m 3 35	1 8	m 5 51	1 4	m 3 35	1 8
		m 3 56	1 4	m 6 15	1 1	m 3 56	1 4
		m 4 16	1 0	m 6 41	0 8	m 4 16	1 0

WINTER AMID THE ICE
PEAKS.HOW THE ITALIAN ALPINE ARE
EQUIPPED.DANGER AND HUMOUR ON DIZZY
HEIGHTS.

The other day I was taken to a place "Somewhere in Italy," to see the winter equipment of the troops, says the special correspondent of the *Daily News* at the Italian Front. Everything in it was intended for the winter equipment of the Alpine troops. The Alpine is battling not only with snow and fog and terribly cold winds, like those which sweep across the plains of Poland and Galicia, but has the additional hardship of having to live practically isolated for weeks at a time amongst the scarcely accessible crags of the frozen Alps. Shod with thick felt valeniks which reach to his hips, the Russian soldier descends on the tracks of hardened snow kept open by the passage of his sledge; transport; the Alpine has to keep his own tracks open; it is only by constant use of the mountain paths that a narrow strip of foothold is secured; and it is over this that he will have to carry food for himself and his comrades and munitions for his rifle along the face of precipices where mules cannot be employed.

We have been struck with the proclivity of the mule to walk on the outward edge of a path with a sheer drop of a couple of thousand feet awaiting it (and its rider) should it miss its foothold. Pull it in towards the rocks as you will the animal still draws away to the outside edge and leaves you with one leg hanging over space. The mule is more intelligent than the novice guide perched on its back. It knows that if it let its normal lead collapse with the mountain side it would be thrown off its balance, and then might easily be hurled down the precipice on the brink of which it is quite safe as long as it is allowed to pick its own way. An Alpine can traverse paths which are impassable for a mule with its burden; but to use them he has to be properly equipped. Strong studded boots are an essential, and with these the Alpine regiments will be well provided for winter work in the mountains.

HIGH MOUNTAIN BOOTS.

Tens of thousands of pairs are piled in one of these stores which is "somewhere in Italy," and really good serviceable Army boots they are, fitted with all the devices that can be invented to make them non-slipping whether on ice or rocks. The soles are dachshunds, the uppers as soft as anything you would choose for town wear. The boots are, of course, very heavy, but each man in his winter equipment will find a pair of light boots to relieve his feet when off duty.

With these tens of thousands of pairs of boots you could see tens of thousands of sets of thick, warm uniform clothing, wool underclothing, socks, and what struck me as particularly thoughtful and useful—a few sweaters which felt as though it would retain any degree of human heat. Impressed as I am with the Italian troops during the winter, I cannot write less enthusiastically upon what I have seen of the spirit in which the men themselves envisage the prospect of a campaign in heights where human beings in any numbers have never wintered before. They are now holding pens and crags which the expert climber is proud to reach with the aid of a guide in open weather, and they are proposing to stay there until next spring, in company with the mountain gins or mitrailleurs they have carried up in parts and pieced together.

HUMOUR ABOVE THE CLOUDS.

They have already made themselves comfortable. They have given street names to the gullies in the rocks leading to their trenches. You can read "Via Trento" and "Avenue Victor Emmanuel III," and "Avenue of the Alps" on the stones at the entrance of communication trenches. In humour our Italian Allies who fight well above the heights at which aeroplanes fly, are not unlike our British boys in the trenches of France and Flanders. They are busy laying out gardens, and you can see one high up in cloudland with just a few drooping fir branches, planted as a guarantee of good faith, with a notice board.

DANGEROUS.

IT IS UNSAFE TO STOP HERE TO ADMIRE THE FLOWERS!

FOR FRAGMENTS OF 12IN. SHELLS APPLY TO THE SERGEANT FARRIER.

Down over the ridge on the other side you hear the merry click of bows. The Alpine have levelled up a rocky ledge as a bowling green. The game, owing to the difficulties of the terrain, as the official communiqué would say, consists largely in lobbing the opponent's ball or the jack out of place, because you cannot gauge the niceties of spin and side with spikes of mountain sticking up here and there. But our Alpine allies are anticipating a beautiful level green in a few weeks' time when the snows come.

MR. CHURCHILL AS PAINTER.

Mr. Winston Churchill (Chancellor of the Duchy of Lancaster) has appeared in a new rôle—he has stepped from politics into art. Walking in a street in London one day recently he suddenly developed a taste for painting. He bought some materials and an artist's manual and returned to the country, where he applied himself to study. Next day he painted a good picture. He painted a dozen landscapes and some portraits, which revealed distinct artistic gifts. It is expected that he will show at the International Society's Autumn Exhibition next month.

The *Pall Mall Gazette* states:—"To Mr. Churchill it has seemed an ordinary thing to accomplish in an incredibly short space of time what others were unequal to accomplish in years. Artists express the opinion that if he gives up politics there is not the slightest question that he will reach great eminence in art."

"PERE JOFFRE."

THE GENERAL AND THE CITIZEN.

[BY OWEN JOHNSON.]

We arrived by well-guarded roads and past vigilant sentinels at X—, before a modest three-story country house with a meagre garden. An air of simplicity pervaded everything. No sentries were without, no bustle of officers thronging the garden. We went into the inner hall before we met an orderly—a powerful, lean figure of a mountaineer, rather a connoisseur than a guard.

I had but a short five minutes to wait. I remember Lieutenant S— saying to me: "Remember the look in his eyes—the eyes especially are extraordinary."

The next moment I was signalled, and entering a library in the back, found myself in the presence of General Joffre. I had at once the impression of meeting the simplest and most approachable of the simplest and most approachable of the men. There was nothing of the war lord about him—the dramatic wielder of destinies that sweeps ahead the easily tricked popular imagination. I should say that he was above all a man of deep reflection and unshaken decision; a man so well equipped with the one result sought as to be able to surround himself with a cabinet of brilliant, audacious spirits as well as those who build slowly and without risk to hear and weigh each conflicting opinion, to appreciate each, and to take his decision emotionally. He struck me as the supreme commander of common sense.

Conversing with him, you received the feeling that he would never risk all on the eve of a die or put his faith in sudden inspiration. He is out to win, to risk nothing; absolutely relentless, seeing war tactics not as a conflict of genius but as an irresistible acceleration of the momentum of great bodies.

DEMOCRACY AND MILITARISM.

The first subject which we discussed was the ever-present one in my mind, democracy—fortunately for me, for it was an opening which found an instant response. "General Joffre," I said, "in my country we stand to-day divided into two distinct groups, despite all the ominous warnings of this conflict. First, there is an awakened group which has peace as its ultimate ideal of the progress of civilization, but which, face to face with the realities of modern history, is seeking to arouse the country to the necessity of military preparation; second, a group of convinced idealists who believe that the establishment of an army in fact, the very confidence of defence is based on the principle that the discipline of military organization undermines the spirit of democracy."

"Where a nation is truly republican, I do not think there is any danger to the spirit of democracy in military preparation," was Joffre's reply. (When he speaks, he speaks slowly, rather seeking his words than carried away by the sound of his own words.) "It is not simply the need of preparation for war, but the need of self-discipline. In a republic, where the spirit of individual liberty is always strong, military service gives the citizen a quality of self-discipline which he, perhaps, needs to respect the rights of others as well as to be able to act in organized bodies. If you have the dread of military service in America it may be because you are looking at the German ideal rather than at the French. The art of war is practically the same everywhere; the same general principles are taught everywhere. The discipline between the French army and the German is a difference in the conception of the rôle of the soldier. The theory of the Germans is to make of the soldier a machine. They do not wish him to think for himself. By their discipline of fear they rob him of initiative and make his movements absolutely mechanical entirely subject to the will of his officer. That is why they must attack in close formation. To carry out this theory, the officer class has been made into a Brahmin caste. To perpetuate this kind of feudal supremacy, the officer does not converse directly with the privates, but transmits his orders through the agency of an intermediary class—sergeants and agency of an intermediary class—sergeants and corporals. You have been to the front, in the trenches and in the camps. You must have seen how different it is with us."

THE FRENCH SOLDIER AND HIS OFFICERS.

"Nothing has impressed me more," I answered, "than your spirit of fraternity. In fact, if I had not seen its practical working out, I might believe, as many hastily observers must, that it could be subversive of discipline."

"No, no," he took up warningly, "that is not so. Our discipline is not the discipline of fear. We do everything that we can to impress the necessity of this spirit of fraternity. Our soldiers are treated as intelligent human beings, capable of thinking for themselves in the crises. Every day men come from the ranks into leadership. The private soldier is an inexhaustible store from which at necessity we can replenish our staff of officers. They, in turn, are taught that their private soldiers need or desire must be different to them; they watch over their comforts and necessities, share their food with them, and endure the same hardships. They live together as a great family. When we make a charge, the officer leads his men always—no one has to tell him that—and he does not need to look around to see if he is followed."

"In the final crisis," I suggested, "I should think this loyalty might be a determining factor."

The affectionate smile disappeared in a sudden seriousness. "I will. Whatever happens, the French Army will never crack. It did not in the first unequal weeks; it never will. When the day comes that the German Army must retreat in the face of defeat, it is quite possible that when their theory of discipline—the discipline of fear—is placed to that final test, the result may be a rout."

TERRORISM AS A POLICY.

I then put to him the question that had been uppermost in the minds of Americans from the beginning:

"General Joffre, was the destruction and desolation wrought in Belgium and the north of France simply the work of individuals or the result of a fixed policy?"

"A fixed policy," he said instantly. "The policy of terrorism was as coldly and calmly determined upon as the decision to violate the neutrality and break the national word of honour in the invasion of Belgium. It is the German military theory of invasion, decided upon by the German military leaders, that the way to break down the resistance of the country you are invading is to devastate it, burn its villages, shoot civilians on trumped-up pretexts to stop the fire of the enemy, as they did in numerous cases with us, in the belief that human beings can be terrorized to the extent that they will prefer to surrender rather than risk the horrible results of resisting the invader."

"The proof that it was a settled policy of military tactics is that from the moment they realized that they might lose—that is, may, after the Battle of the Marne—they stopped it."

"And the question of peace," I asked—"if it is not indiscreet?" Then, as I saw him hesitate, I added quickly, "ask that because there are many well-meaning but unfortunately misinformed persons in America who believe that the cause of humanity is best served at the present moment by seeking an immediate peace?"

"PEACE TO-DAY WOULD BE A CRIME."

He answered with more solemnity and earnestness, with a flash of the strong, underlying mental stubbornness for the right which is characteristic:—

"Peace to-day would be a crime toward posterity. It would only be an armistice in which every nation would continue feverishly to prepare for war. The French nation is too intelligent to deceive itself or to be deceived. We are not fighting a nation with the same 'dear as our own, but a nation drunk with the idea of Imperial domination, a nation which believes that in the progress of the world there is no place for little nations. The decision as to whether Europe will continue as free and individual will be made in this war alone. Either we win the right now to continue democratic and peaceful, or we surrender Europe to the imposition of an Imperial idea. You will find, wherever you go, that the French people know this. You will find them absolutely of one opinion. They are prepared for anything, and they know what the issue is. We do not need to lie to our soldiers. No matter how long the war lasts, it will be fought until we have conquered the right to leave a heritage of peace to our children."

"Of course, another winter's campaign," I suggested, "will never be as frightful as the last one."

"No," he said, "it will be very different. That is one thing we have been working on for months. It will be very different. We are prepared now for many things. One thing especially, we will try to avoid—the standing in water and ice for days and weeks."

ARMY NOT THE MASTER BUT THE SERVANT OF THE NATION.

I changed to another subject. General Joffre, with us we consider that the sinking of the *Lusitania* was above all things a moral and spiritual tragedy for the German race, a frightful unmaking of the extent to which a military despotism had crushed the instincts of the individual conscience. We cannot conceive that an officer could be found to obey such an order.

The answer he gave me was substantially the answer I had received from every public man in France:—"No French Government would impose such an order, knowing that it could not be obeyed. We cannot give inhuman commands to human beings. With us the army is not the master but the servant of the nation, and the nation reposes on a public conscience which is the sum of the consciences of its soldiers; and our responsibility to that conscience is higher than any military necessity. No such order could ever be given by a French commander—it has stopped and added significantly—"nor many other heads of the multiplied military agency of the citizen of the Republic had shone forth—the idealist for whom honour, humanity, and moral pride were, not simply elements of peace, but the inspiring, ennobling incitements to heroism in war."

THE WOMEN OF FRANCE.

I repeated to him the answer a little working woman had given me in one of the crowded workrooms of Paris—a woman who had lost one son and a brother already—who, answering my question as to whether her courage was still as strong as ever, had replied proudly:—

"We women must keep up our courage, Monsieur, for we are the ones who must give courage to our men. He looked away a moment, profoundly touched, and then said, with great feeling:—"Oh, our women! They are sublime! No one ever knew how heroic they could be—not even themselves. There will be no flinching of their sons, their only sons, who have lost their fathers. They will not permit us to stop now. They have made their sacrifices without complaint—only it must not be a useless sacrifice!"—*Collier's Weekly*.

FORTHCOMING EVENTS

TO-MORROW
3.15 p.m.—Fifth Gymkhana Meeting at the Race Course, Happy Valley.

Monday, 22nd Nov.:—
Noon—Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., Meeting of Members at the Office of Messrs. Jardine, Matheson & Co., Ltd.

2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

Wednesday, 24th Nov.:—
Noon—Grades & Co., Ltd., Meeting of the Creditors.

NAVAL OPERATIONS.

BRITAIN'S ADAPTABILITY

Mr. Ashmead Bartlett in the *Daily Telegraph* describes the Navy's efficient transformation of the Dardanelles fleet when the risk of losing valuable warships was over great. It was obvious that unless we carried the straits by a coup de main our fleet would be unable to remain indefinitely off the coast, because hostile submarines were certain to come. For three weeks after the first landing the fleet was left in peace. Then trouble began. Rumours rippled down the Mediterranean from Gibraltar, Malta, Matapan, and Smyrna, and the mighty *Queen Elizabeth* left for the North Sea.

"NEVER BEATEN."

Then after the *Triumph* and *Majestic* were sunk the fleet retired to sheltered harbours, and were protected by booms and nets. The Turks exulted, and issued the famous manifesto to the Allied troops declaring that the fleet had deserted them, and offering them a welcome at Constantinople. But they forgot the old maxim of the Anglo-Saxon race is "Always surprised, never beaten." We are never ready, but the marvellous talent and improvisation of the brains at home worked out a scheme to recover command of the Mediterranean. They designed craft carrying guns of battleships without their vulnerability to submarine attack. More rumours rippled down the Mediterranean of strange craft sighted towards the Levant. The first arrived in July, a most flush with the water, carrying a 9.2 gun in the bow, and a 6-inch astern.

Another smaller followed, carrying two brand new 6-inchers, the same as the *Littles*. As the crew said, the Turks were probably amused after comparing the *Queen Elizabeth*, but they sang a different tune when they found this baby threw 100lb. of high explosives 12 miles. The next arrival caused a sensation among both the enemy and Allies. An amazing-looking object, wobbled into Kephelos harbour, apparently round-shaped, and a huge tripod arose from the centre of the deck. With great difficulty, steering wily, the vessel entered the crowded harbour. Thousands of eyes were riveted on her. The like had not been seen before. Then the crew began to bathe—in fact, they seemed to possess the power to walk on the water.

SUBMARINES NOT FEARED.

We set off in boats to investigate, and found below the surface the sides bulge out 10 feet; then curved under, forming a platform awash. In the bulge there is provision to defeat a submarine. If a torpedo strikes, it will explode amid a variety of substances, which we must not mention, and the hull escapes. These huge monitors carry two 14-inch and anti-aircraft guns. Their speed is slow, but their development is only in its infancy. The monitors soon settled down to work. The *Endymion* and *Thetis* arrived, fearing no submarines, being protected by waist-belts hung from their sides by stanchions and wire ropes.

The big monitors are a great success. The new fleet played an important part at the Suvla landing, covering the advance at Anzac, Suvla, and Helles. The rapidity of the fleet's transformation was marvellous, giving an insight into the extent of British maritime resources, and the Navy's ability to meet a new and sudden situation.

SHIPPING IN PORT

STEAMERS.

BRECONIAN, British str., 2,577, Williams, 9th November—Madras, 22nd October, General—Order.
CHINGCHOW, British str., 1,195, Jas. Doyle, 10th November—Port Paravall 7th November, Cement Stone—Shewan, Tomes & Co.
CHOW MAU, Japanese str., 1,593, S. Orii, 8th November—Hong Kong 5th November, Coal—Order.

CYRENA, British str., 2,953, Jones, 11th November—Singapore 24th October, Keating Oil—Asiatic Petroleum Co.
DAYLIGHT, British str., 3,599, Chartis Anderson, 14th November—Shanghai 9th November, General—Standard Oil Co.

HAICHING, British str., 1,267, W. C. Passmore, 15th November—Foolchow 14th November, Douglas Lapraik & Co.
HARUNABAN, Maru, Japanese str., 1,497, S. Iwanaga, 12th November—Hong Kong 9th November, Coal—Mitsui Bussan Kaisha.
HIRANO MARU, Japanese str., 4,937, H. Fraser, 17th November—Shanghai 14th November, General—Nippon Yusen Kaisha.

HONGKONG, British str., 2,656, L. V. van Egdon, 6th November—Penang 26th October, General—Order.

INVERIC, British str., 3,113, A. Wallace, 15th November—Manila 12th November, General—Bank Line, Ltd.

KYTSANG, British str., 4,593, R. C. D. Bradley, 10th November—Kobe 5th November, General—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, D. R. Davies, 17th November—Shanghai 13th November, General—Butterfield & Swire.

MANAPOUL, British str., 1,283, J. Jamieson, 15th November—Singapore 7th November, General—Chinese.

MATSUBA MARU, Japanese str., 1,943, H. Kaga, 8th November—Karatsumi 1st November, Coal—Mitsui Bussan Kaisha.

MONTAGUE, British str., 3,993, A. J. Halley, R.N.R., 14th November—Vancouver, B.C., 17th October, General—Canadian Pacific Railway Co.

MONEY, British str., 1,338, W. Stalker, 13th November—Saigon 7th November, Rice and General—Chinese.

NELSON, British str., 6,694, D. MacLean, 15th November—Milke 14th November, Coal—Butterfield & Swire.

NISSEN MARU, Japanese str., 1,659, N. Yedamada, 1st November—Java 15th October, Sugar—Java-China-Japan.

STROMBUS, British str., White, 11th November—Tientsin 5th November, Ballast—Asiatic Petroleum Co.

SUISANO, British str., 1,776, H. Simpson, 9th November—Sourabaya 20th October, Sugar—Jardine, Matheson & Co.

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JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will leave	For
ARAKAN ...	JAVA	7th Jan.	9th Jan.	SAN FRANCISCO.
TJISONDAI ...	JAVA	7th Feb.	9th Feb.	do.
KARIMOEN ...	JAVA	7th March.	9th March.	do.
TJIKEMBANG ...	JAVA	7th April.	9th April.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Yok Building,

Hongkong, 5th November, 1915.

MANAGING AGENTS.

[1164]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAJKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone Address:—"TAIKOO DOCK"

[30]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East—16, DES VEGUE ROAD, HONGKONG.

SHANGHAI: 2-3, FOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

Hongkong, 3rd July, 1914.

[655]

NEW CARTRIDGES.

In all Bore and Sizes.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to SSG. at \$5, \$7 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 4th February, 1915.

[1022]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

[616]

SHIPPING

ARRIVALS.

CHAGCHOW, British str., 1,185, J. De Wolf, 17th November—Bangkok 8th November, General—Butterfield & Swire.

FEICHING, Chinese str., 970, A. B. Baines, 18th November—Swatow 17th November, General—Chinese.

IYO MARU, Japanese str., 8,700, K. Okamoto, 18th November—Bombay 31st October, General—Nippon Yusen Kaisha.

KURICHOW, British str., 1,220, E. Forsyth, 18th November—Tientsin 11th November, General—Butterfield & Swire.

LONGSANG, British str., 1,093, Leask, 18th November—Manila 15th November, General—Jardine, Matheson & Co.

NELLORE, British str., 4,349, A. M. King, 18th November—Shanghai 15th November, General—P. & O. S. N. Co.

PIEDMONT, British str., 1,055, W. C. Bird, 18th November—Saigon 13th November, Rice—Chinese.

SINKING, British str., from Canton.

TAIBONDARI, Dutch str., 5,019, J. N. Bauman, 17th November—Samatra 9th November, Sugar—Java-China Japan Line.

TOYO MARU, Japanese str., 1,486, B. Shimizu, 18th November—Wakamatsu 15th November, Coal—Mitsui Bussan Kaisha.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE November 18th.

FEICHING, Chinese str., for Canton.

NELLORE, British str., for Singapore.

PHRANG, British str., for Hailow.

DEPARTURES.

November 18th.

CHOYSANG, British str., for Swatow.

IYO MARU, Jap. str., for Singapore.

LONGSANG, British str., for Shanghai.

KWANGLEE, Chinese str., for Singapore.

LAISANG, British str., for Yokohama.

SINKING, British str., for Shanghai.

TAIWAN MARU, Jap. str., for Amoy.

TIBODAS, Dutch str., for Batavia.

PASSENGERS.

ARRIVED.

Per *Chaochow*, from Bangkok, etc., for Hongkong, Mr. S. W. Cousins and Mr. F. W. Quirk.

Per *Nellore*, from Shanghai, Misses K. Massey and Rice, Mr. Gray, Mr. G. Jeavons, Mr. M. Pearson, Mr. and Mrs. E. Haskell, Mr. and Mrs. Silas, Mr. and Mrs. Landale, Mr. and Mrs. G. Wright, Mr. and Mrs. Saunders, Mr. W. Farley, Mr. C. Boyd, Mr. S. B. Collin, and Mr. T. Veitch.

DEPARTED.

Per *Hirano Maru*, for London etc., Mr. and Mrs. Minto, children and nurses, Mr. and Mrs. A. L. Peterson, Mr. and Mrs. Taku, Mr. and Mrs. E. H. Bugh and infant, Mr. and Mrs. C. Urish, Mr. and Mrs. Sibary, Mr. and Mrs. J. M. Baker and child, Mr. and Mrs. Spring and child, Mr. and Mrs. W. Bushnell, Mr. and Mrs. F. P. Monley, Mr. and Mrs. H. Safford, Mr. and Mrs. Moshakaka, Mr. and Mrs. Master and child, Mrs. Koidzumi and child, Mrs. A. Lowe, Mrs. Baker, Mrs. Dudley, Mrs. A. McGill, Miss Shellenburg, Miss M. Moser, Miss H. M. Zinker, Miss Schwabe, Mr. K. Shindo, Miss Murai Osuya, Rev. G. P. L. Turner, Rev. E. Terlock, Messrs. Crombie, C. Scott, C. Walter, W. J. Garcia, B. Saladin, L. Huson, K. Kanakura, Odham, M. B. Baker, H. Kidner and Gertrude, O. Kitchell, D. Turner, C. B. Miller, James Wood, J. Macdonald, J. F. Scanlan, F. J. Curry, F. N. King, A. Sheffield, A. Sinclair, Z. Nana, K. Mohammadali, S. Ohnuki, T. Shimidzu, T. Yoshikawa, T. Nomita, I. Hamada, F. Futami, and Ayo.

VESSELS EXPECTED.

AUSTRALIAN MAIL.

The str. *Taiwan* left Sydney for Hongkong, via usual Australian and Philippine ports, on 10th instant, and may be expected to arrive on or about December 6th.

THE ENGLISH MAIL.

The str. *Nankin* left Singapore for this port on the 17th instant, a.m. with the outward English mails, and is due here on the 22nd instant, at about noon.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NAMUR"

Arrived Hongkong on 12th November, 1915. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 12th November, 1915. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearer Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those nearer berthed at the Kowloon Wharf "kw," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	To-day, at 3 P.M.
LONDON & GLASGOW	CITY OF BOMBAY	Brit. str.	—	A. B. Garwood, R.N.R.	THE BANK LINE, LIMITED	On 24th inst.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, & MARSEILLES VIA PORTS	NAGAYA	Brit. str.	—	—	P. & O. S. N. Co.	About 24th inst.
MARSEILLES, LONDON & VIA SINGAPORE, etc.	VILLE DE LA CIOTAT	Brit. str.	—	—	MESSAGERIES MARITIMES	On 27th inst., at 5 P.M.
VICTORIA & TACOMA VIA SHANGHAI, etc.	KATORI MARU	Jap. str.	—	B. Koh	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, etc.	CHITAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSHN KAISHA	On 30th inst., at 3 P.M.
VANCOUVER & SEATTLE	AKI MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, etc.	KAIYUKU MARU	Brit. str.	—	W. Dixon Hopson	JARDINE, MATHESON & Co., Ltd.	About 10th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, etc.	EMPEROR OF JAPAN	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC R. Co.	On 1st Dec., at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	INVERCLYDE	Brit. str.	—	Manfield	JARDINE, MATHESON & Co., Ltd.	About 1st Dec.
SAN FRANCISCO	INTERIO	Brit. str.	—	A. Wallace	THE BANK LINE, LIMITED	To-morrow.
SAN FRANCISCO VIA MANILA & JAPAN, etc.	SHINTO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 10th Dec., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, etc.	TENTO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 30th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHINTO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 28th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	P. W. Grosvenor	BUTTERFIELD & SWIRE	On 11th Dec., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 14th Dec., at 4 P.M.
KOBE & MOJI	NIEHO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 13th Dec., at 10 A.M.
SHANGHAI & TIENTSIN	KATSHING	Brit. str.	—	E. S. Anders	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	YUKAWA	Brit. str.	1 m.	B. Forsyth	BUTTERFIELD & SWIRE	On 21st inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	LUCHOW	Jap. str.	1 m.	Campbell	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	D. E. Davies	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	YINGKOW	Jap. str.	1 m.	Kawashima	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	NANKIN	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 25th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	KASHIMIR	Brit. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 30th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TAKIYONG	Dut. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 4th Dec.
SHANGHAI, KOBE & YOKOHAMA	KAIYO MARU	Jap. str.	—	Murakami	JAVA-CHINA-JAPAN LINE	About 13th Dec.
AMOI & TAIKOW VIA SWATOW & AMOI	SOHIO MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSHN KAISHA	On 24th inst., at Noon.
AMOI & TAIKOW VIA SWATOW & AMOI	SAKURAI	Jap. str.	2 h.	W. G. Passmore	OSAKA SHOSHN KAISHA	On 24th inst., at 8 A.M.
AMOI & TAIKOW VIA SWATOW & AMOI	HAIRAN	Brit. str.	2 h.	J. H. Thomson	DOUGLAS LAFRAIK & Co.	To-day, at 2 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	HAIRAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 23rd inst., at 2 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	TAKING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	YUNGSANG	Brit. str.	—	W. M. Mesny	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	CHINYANG	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	EUROPA MARU	Jap. str.	—	Sasaki	OSAKA SHOSHN KAISHA	On 26th inst., at 7 A.M.
AMOI & TAIKOW VIA SWATOW & AMOI	KIRIN MARU	Jap. str.	—	Bradley	NIPPON YUSEN KAISHA	On 26th inst.
AMOI & TAIKOW VIA SWATOW & AMOI	KUTSANG	Brit. str.	—	Tunda	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	SUIHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
AMOI & TAIKOW VIA SWATOW & AMOI	SANUKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
AMOI & TAIKOW VIA SWATOW & AMOI	ABAKAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 9th Jan.
AMOI & TAIKOW VIA SWATOW & AMOI	SALAMIS	Jap. str.	—	D. A. Gardiner	THE BANK LINE, LTD.	On 25th Jan.
AMOI & TAIKOW VIA SWATOW & AMOI	KIKYO MARU	Jap. str.	—	Imamini	OSAKA SHOSHN KAISHA	To-morrow, at 10 A.M.
AMOI & TAIKOW VIA SWATOW & AMOI	SUNGHUANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
AMOI & TAIKOW VIA SWATOW & AMOI	LOHSANG	Jap. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 8 A.M.
AMOI & TAIKOW VIA SWATOW & AMOI	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday	20th Nov. 3 P.M.
MANILA	"LOONGSANG"	Saturday	20th Nov. 3 P.M.
SHANGHAI	"YUBANG"	Sunday	21st Nov. D'light.
MOJI & KOBE	"YATSHING"	Tuesday	23rd Nov. D'light.
SINGAPORE, PENANG & CALCUTTA	"SUIHANG"	Tuesday	23rd Nov. 3 P.M.
SHANGHAI	"KWONGSANG"	Thursday	25th Nov. D'light.
SHANGHAI	"MAUSANG"	Friday	26th Nov. Noon.
MANILA	"YUENSANG"	Saturday	27th Nov. 3 P.M.
HOIHOW & HAIPHONG	"LOKSANG"	Sunday	28th Nov. 8 A.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Duta, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd. Hongkong, 18th November, 1915. GENERAL MANAGERS [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 211. Hongkong, 16th April, 1915. AGENTS [25]



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215 Sub. Ex. 10 Hongkong, 26th October, 1915. AGENTS [24]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong 4th December. Connecting with "SUIRAT" From Colombo 18th December.

PROFICIENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the "Quickest Freight" Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" ... From Hongkong: 25th Jan., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to THE BANK LINE, LIMITED. MANAGING AGENTS.

211

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS.

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON & GLASGOW ... "CITY OF BOMBAY" ... On 24th Nov.

LONDON & HULL ... "RIOTO" ... On 18th Dec.

Subject to change without notice.

For rates of freight and further information apply to

ON TO REISS & Co., CANTON.

Hongkong, 25th October, 1915.

THE BANK LINE, LTD.

GENERAL AGENTS. 1163

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A, DES VCEUX ROAD, HONGKONG.

VESSELS ON THE BERIE

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NELLORE"

Captain A. M. King, carrying His Majesty's Mails, will be despatched from this port on or about the 19th November, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s steamer "MONTAGLE" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHIVA," due in London about the 3rd Jan., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 8th November, 1915. [1]

CANADIAN PACIFIC

STEAMSHIP LINE.

THE Steamship

"EMPRESS OF JAPAN"

will be despatched from Hongkong at Noon on WEDNESDAY, 1st DECEMBER,

for VANCOUVER via Usual Ports of Call.

For passage fares, freight rates, etc., please apply to—

D. W. CRADDOCK, General Traffic Agent, Hongkong.

Hongkong, 18th November, 1915. [1202]

CANADIAN PACIFIC

STEAMSHIP LINE.

THE Steamship

"MONTEAGLE"

will be despatched from Hongkong at Noon on WEDNESDAY, 8th DECEMBER,

for VANCOUVER via Usual Ports of Call.

For passage fares, freight rates, etc., please apply to—

D. W. CRADDOCK, General Traffic Agent, Hongkong.

Hongkong, 18th November, 1915. [1203]

THE BANK LINE, LTD.

FOR SAN FRANCISCO.

THE Steamship

"INVERIC"

Captain A. Wallace, 4,789 tons, will be despatched at above on SATURDAY, 20th November.

For Freight and further particulars, apply to THE BANK LINE, LTD., Managing Agents.

Hongkong, 22nd September, 1915. [1009]

FOR BOSTON AND NEW YORK

VIA SUEZ CANAL.

THE Steamship

"INVERCLYDE,"

About 1st December.

For Freight and further particulars, please apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 28th October, 1915. [1119]

FOR VANCOUVER AND SEATTLE.

THE Steamship

"KAIYUKU MARU"

About the 10th December.

For Freight and particulars apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th November, 1915. [1209]

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEIL- LES	Due at LONDON
	NELLORE	about Nov. 15	about Nov. 19	MONGOLIA	Dec. 18 1916	Dec. 25 1916
Nov. 20	SARDINIA	Nov. 25	Dec. 4	MALWA	Jan. 1	Jan. 8
Dec. 4	NANKIN	Dec. 13	Dec. 17 1916	MOOLTAN	Jan. 15	Jan. 22
Dec. 18 1916	NANUR	Dec. 27 1916	Jan. 1	MALOJA	Jan. 29	Feb. 5
Jan. 1	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 15	NELLORE	J. 24	Jan. 18	MOLDAVIA	Feb. 26	Mar. 4
Jan. 29	SARDINIA	Feb. 7	Feb. 13	KARMAIA	Mar. 11	Mar. 18
Feb. 12	NANKIN	Feb. 21	Feb. 25	MEDANA	Mar. 26	April 1
Feb. 26	NANUR	Mar. 6	Mar. 11	MONGOLIA	April. 8	April 15
Mar. 11	NOVARA	Mar. 20	Mar. 24	MALWA	April. 22	April 25

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES			
The Fares to London and Marseilles are as follows:-			
			LONDON
1st Saloon	"A"	Accommodation Single	Return
	"B"	"	"
2d Saloon	"A"	"	"
	"B"	"	"
	"C"	"	"
	"D"	"	"

£74.	£111
£28.	£102.
£52.	£78
£22.	£73

MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS,	Leave YHAMA.	Leave SHANGHAI.	Leave H'KONG.	Leave S'PORE.	Due at M'ILLIES if calling	Due LONDON
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	about	about	about	about	about	about
NAGOYA		Nov. 18	Nov. 24	Nov. 30	Dec. 30	1916, Jan. 7

				1916	1916	1916	
KASHMIR	...	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBU.
FARES TO LONDON:
 1st Saloon 288 Single £87 Return, 2nd Saloon £42 Single: £63 Return
 PASSENGER WAREHOUSE.

PAKES TO MARSEILLES:
1st Saloon £34 Single, 2nd Saloon £20 Single.
All Passenger Steamers are fitted with the Marcon System of Wireless Telegraphy
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered
without Notice

For Further Particulars apply to—
E. A. HEWITT.
ROPMINTENDENT.

MURRON YUSEN KAISHA

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

DESTINATION	STRAHERS	TORI	SAILING DATE
MARSEILLES and LONDON VIA SINGAPORE PENANG.	\$ KATORI MARU Capt. B. Kon	AND DISPLACEMENT 21,000	THURSDAY, 2nd Dec., at Noon.

COLOMBO, SUEZ and
PORT SAID

VICTORIA BC and SAKI MARU
TUESDAY, 20th

SEATTLE VIA SHANGHAI,
MOJI, KOBE YOKKAICHI
and YOKOHAMA

Capt. Noma 12,500 NOV., at Noon.

\$ TAMBA MARU
Capt. Nagasage 12,500 **TUESDAY,** 14th
Dec., at Noon.

SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ TANGO MARU Capt. Soyeda, 13,600	{ TUESDAY, 14th Dec. at 4 P.M.
	\$ NIKKO MARU Capt. Tokuda, 9,600	{ FRIDAY 14th Jan. at 4 P.M.

CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	SANUKI MARU Capt. Tsuda	12,500	(SATURDAY. Nov.	27
LE				

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO...	KIRIN MARU Capt. Sasaki	8,000	Nov.
Co. SHANGHAI, MOJI and KOBE			

SHANGHAI, KOBE YOKOHAMA	and (\$	MISHIMA MARU Capt. S. Wada 16,000	{ TUESDAY, Nov., at 10 A.M.	30
NAGASAKI, KOBE	and (\$	NIKKO MARU	{ MONDAY,	13

YOKOHAMA	Capt. Takeda	9630	Dec., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. Kwaashima	12,500	MONDAY, 22 Nov.

5 Wireless Telegraphy. _____

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen	600.
		Return		800.	" "	"	Return	"	800.

"	"	2nd Single	400.	"	"	2nd Single	
"	"	Return	605.	"	"	Return	
N.	To London, Southampton, Liverpool via New York						\$8013.0
	" " " "				Montreal		\$802.0
	" " " "				1st Single		\$25.

To Victoria, Vancouver, Seattle, 1st Return \$37.10.
 To Sydney, 1st Single \$40. To Melbourne, 1st Single \$41.
 1st Return \$72. 1st Return \$73.16
 To Yokohama, 1st Return \$150. To Kobe, 1st Return \$135
 2nd 2nd 2nd

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Loading, etc., apply to
T. KISTHOLT, MANAGER.
TELEPHONE Nos. 292 and 1941.

[illegible]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Table 1. Demographic characteristics of study population

